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**Accompanying document to the**

**ANNUAL REPORT FROM THE COMMISSION TO THE EUROPEAN  
PARLIAMENT AND THE COUNCIL**

**on Member States' efforts during 2008 to achieve a sustainable balance between fishing  
capacity and fishing opportunities**

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## **1. Fleet Management under the Common Fisheries Policy**

### **1.1. Entry-exit regime**

From 1 January 2003 Member States have been obliged to respect a strict entry-exit regime applying to the capacity of their mainland fleets<sup>1</sup>, measured in terms of both tonnage and power. Any entry of capacity into the fleet of a Member State has to be compensated by the previous exit of at least the same amount of capacity (entry to exit ratio of 1:1). The only exception being capacity increases resulting from works to improve safety, hygiene or living and working conditions on board in accordance with Article 11(5) of Council Regulation (EC) No 2371/2002. For entries of new vessels of more than 100 GT built with public aid (the administrative decisions granting aid were possible only until 31 December 2004) the Member State had to withdraw 35% more capacity than it introduced (entry to exit ratio of 1:1,35).

Another important rule is that capacity leaving the fleet with public aid cannot be replaced. Such capacity is subtracted directly from the maximum fleet capacity of each Member State. Capacity reductions supported with public aid are therefore permanent.

In July 2007 the Council adopted an amendment to the fleet management provisions which allows Member States, with effect from 1 January 2007, to re-allocate 4% of the capacity scrapped with public aid in order to improve safety on board, working conditions, hygiene and product quality. The amendment also includes the possibility to re-allocate for the purpose of the aforementioned safety improvements 4% of the average annual tonnage withdrawn with public aid between 1 January 2003 and 31 December 2006 for Member States that were part of the Community on 1 January 2003, and between 1 May 2004 and 31 December 2006 for the Member States that acceded to the Community on 1 May 2004. These amendments have slightly increased the tonnage ceilings for most Member States.

All of this means that, as a general rule, the capacity of the national fleets cannot increase with respect to its levels on 1 January 2003, for 'EU 15' Member States and on the accession date for the Member States, which acceded to the Community after 2003.

In practice this is likely to be the case. However, in accordance with Articles 6, 6a, 7 and 7a of Commission Regulation (EC) No 1277/2007 amending Commission Regulation (EC) 1438/2003, the implementing rules for the fleet policy allow for the registration of vessels outside the framework of the entry-exit regime if administrative decisions have been adopted by the national authorities:

- a) between 1 January 1998 and 31 December 2002 for those vessels to enter the fleet after 1 January 2003 in 'EU 15' Member States and,
- b) up to five years before the accession date for those vessels joining the fleet of Member States which acceded to the Community after 1 January 2003.

Those vessels had to enter the fleets not later than five years after the date of adoption of those administrative decisions.

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<sup>1</sup> For fleets registered in outermost regions, rules are slightly different (see next page).

The combination of these rules results in the calculation by the Commission of a variable capacity ceiling for the fleet of each Member State, excluding the fleets registered in the outermost regions. The capacity of each Member State in relation to its capacity ceiling on 31 December 2008 is shown in Table 1. The sum of all Member States capacity ceilings is compared to the total capacity of the Community fleet since 1 January 2003 in Figure 1. Detailed results per Member State are available on the website of Directorate General for Fisheries and Maritime Affairs.

## **1.2. Reference levels for the mainland fleet**

The reference levels for the fleets of Member States are the sum of the global final objectives of the Fourth Multi-annual Guidance Programme (MAGP IV) as established by Article 12 of Council Regulation (EC) No 2371/2002. Since the reference levels are a legacy of MAGP IV<sup>2</sup> (period 1997- 2002), the Council decided that they would not apply to the 'EU 10' Member States (Council Regulation (EC) No 1242/2004<sup>3</sup>). Member States may not exceed their reference levels at any time.

In the same way as it is done for the entry exit regime, the reference levels are revised to take into account the amount of capacity scrapped, the increase in tonnage under the provisions of Article 11(5) of Regulation 2371 and the 35% extra capacity withdrawn for new vessels of 100 GT or more built with public aid after 1 January 2003.

For the 'EU 15' Member States, the comparison between the capacity of their fleets and the reference levels on 31 December 2008 is shown in Table 2. For the majority of the 'EU 15' Member States, the reference levels are in fact much greater than the capacity ceilings resulting from the entry-exit regime, which makes the former irrelevant. Overall evolution of the Community fleet reference level is shown in Figure 2. Detailed results per Member State are available on the website of Directorate General for Maritime Affairs and Fisheries.

## **1.3. Evolution of Community fishing fleet capacity**

Evolution of the Member States' fleets in period from 1 January 2003 to 31 December 2008 is shown in Table 3. Figures 3, 4, and 5 aim at providing a historical perspective for the evolution of fishing capacity in the Community. They are based on the data available in the CFR and comprise the whole Community fleet, including the vessels registered in the outermost regions. They show the evolution of the capacity of the Community fishing fleet since 1992. The graph for tonnage needs to be interpreted with care since the tonnage measurement units have changed over the period covered; this may be easily appreciated during the years 1999 to 2001. Despite this shortcoming these graphs show a steady but modest decline in fleet capacity in terms of tonnage and power and a slightly greater reduction in terms of number of vessels. It may also be noticed that the successive enlargements have moderately increased the overall fishing capacity, but the global reduction trend has remained unchanged.

## **1.4. Management of fleet reference levels in the outermost regions**

The fishing fleets registered in the Community outermost regions, namely the French Overseas Departments, the Spanish Canary Islands and the Portuguese Azores and Madeira

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<sup>2</sup> 4<sup>th</sup> Multiannual Guidance Programs

<sup>3</sup> Council Regulation (EC) No 1242/2004 (OJ L 236 of 7 July 2004, p. 1 – 2)

have to comply with specific reference levels for these regions in accordance with Council Regulation (EC) No 639/2004<sup>4</sup> and Commission Regulation (EC) No 2104/2004<sup>5</sup>. Evolution of the fleet capacity in the outermost regions is shown in Table 4.

### **1.5. Use of the guidelines**

With a view to helping the Member States to carry out a harmonised and well-founded analysis of the balance between their fleet and the available fishing opportunities, the Commission produced in cooperation with the STECF guidelines for an improved analysis of the balance between fishing capacity and fishing opportunities. The 'guidelines' were prepared in March 2008. They contain a set of indicators (technical, biological, economic and social) on the basis of which Member States could better assess the balance between fishing capacity and fishing opportunities.

However, for the 2007 fleet report only some Member States included the calculation and interpretation of some or all of the recommended indicators, arguing short deadline given for their inclusion in the reports, their complex technical nature and the lack of data.

In order to help Member States to overcome difficulties encountered with the application of the guidelines, Commission organised in January 2009 a seminar where officials and experts of the Member States responsible for the preparation of the annual report were invited. At the seminar it was revealed that some Member States encounter problems related to the availability of certain data and that some of biological indicators could not be calculated for all fisheries. Nevertheless, Commission encouraged Member States to apply the guidelines to the extent of their possibilities.

For the 2008 annual report, a number of countries that included in their reports calculation of some or all of the proposed indicators has improved, given that 12 countries were able to provide them. Not all countries were able to present data for 2008, but they have provided data for 2007 and in many cases also for few preceding years and thus showing developments across the previous years and allowing for a better interpretation of the indicators. Commission recognises the problems that some Member States came across regarding the availability of certain data and will seek to address them and improve the guidelines in cooperation with STECF.

The technical indicator, which is the most straightforward indicator to calculate, shows very low capacity utilisation in many cases. Biological indicators (F estimated/ F targeted) which were provided only by a few Member States show in most cases that fish stocks are being exploited unsustainably. Economic indicators provide a very uneven picture among the different segments and countries. A summary of the indicators provided by Member States and their values is shown in Table 5.

### **1.6. Community Fishing Fleet Register**

In 2004, the new Community Fleet Register (CFR) was set up in accordance with Commission Regulation (EC) No 26/2004. The more comprehensive CFR was necessary in order to follow up the new CFP rules for managing the fishing capacity of the EU fleet which entered into force on 1st January 2003. This system, following the 2002 CFP reform, gives

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<sup>4</sup> Council Regulation (EC) No 639/2004 (OJ L 102 of 7 April 2004, p. 9 – 11)

<sup>5</sup> Commission Regulation (EC) No 2104/2004 (OJ L 365 of 10 December 2004, p. 19 – 21)

more responsibility to the Member States in achieving a better balance between the fishing capacity of their fleets and the available resources.

The CFR is the main tool for monitoring the fishing fleet. In accordance with Commission Regulation (EC) No 26/2004, Member States are obliged on a quarterly basis to transmit electronically all relevant information ("snapshots" shall be sent on the first working day of March, June, September and December) on the characteristics of 75.535 (on 31 December 2008) commercial fishing vessels, together with information on entries to and exits from the fleet. Furthermore, the CFR is managed via a web-based application, called the Community Fleet Register On the Net (FRONT). The FRONT is also available for the general public on the following web page: <http://ec.europa.eu/comm/fisheries/fleet/index.cfm>

It is important to note that all information which is provided in this Commission Staff Working Document 1 can be found on the "Europa" site<sup>6</sup> and has been taken from the CFR, with the exception of:

- data on entries corresponding to administrative decisions taken by national authorities before 1 January 2003 (or accession date for Member States which acceded after 1 January 2003) and for which the special transitional provisions apply;
- data on exits with public aid in some cases where this information was not available.

Only in these two cases has the information been taken directly from the Member States.

It should be noted that table 1 shows a margin under the fleet capacity ceilings for the French fleet which does not correspond to the data included in the French report. French data concerning exits with public aid is missing from the Community Fishing Fleet register. The French authorities have been requested to complete it as soon as possible.

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<sup>6</sup> [http://ec.europa.eu/fisheries/fleet/index.cfm?method=FM\\_Reporting\\_AnnualReport](http://ec.europa.eu/fisheries/fleet/index.cfm?method=FM_Reporting_AnnualReport)

## SUMMARY TABLES AND GRAPHS

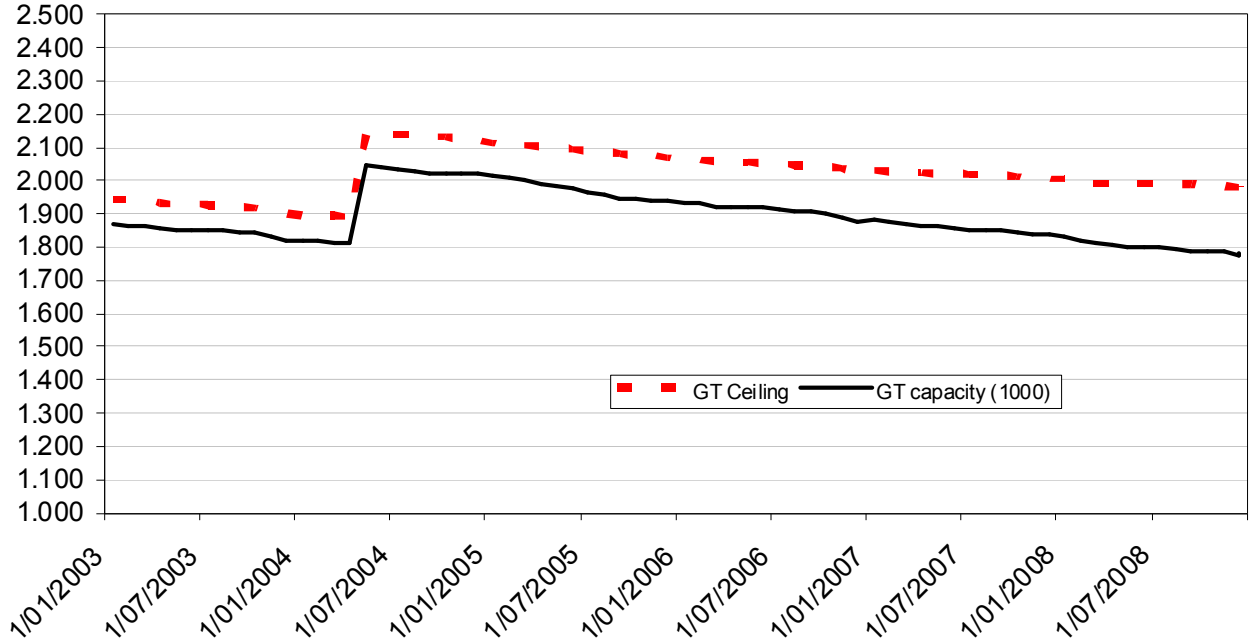
**TABLE 1: COMPLIANCE WITH THE ENTRY-EXIT CEILING AT 31 DECEMBER 2008 (EXCEPT OUTERMOST REGIONS)**

Member State	GT			kW		
	Fleet capacity A	Entry/Exit ceiling B	A/B	Fleet capacity C	Entry/Exit ceiling D	C/D
	at 31/12/2008			at 31/12/2008		
Belgium	19.007	21.447	88,62%	60.620	60.720	99,84%
Bulgaria	8.381	8.390	99,90%	63.894	64.053	99,75%
Denmark	73.038	93.080	78,47%	263.855	327.311	80,61%
Germany	68.593	71.112	96,46%	159.971	167.133	95,71%
Estonia	17.814	23.968	74,33%	45.974	58.032	79,22%
Ireland	65.076	76.521	85,04%	181.030	198.420	91,24%
Greece	88.751	91.646	96,84%	510.637	516.666	98,83%
Spain	428.412	438.798	97,63%	958.868	1.010.521	94,89%
France	178.995	193.960	92,28%	778.607	844.424	92,21%
Italy	195.848	200.063	97,89%	1.144.911	1.189.002	96,29%
Cyprus	5.372	11.426	47,02%	49.259	50.519	97,51%
Latvia	38.230	51.436	74,32%	61.080	71.385	85,56%
Lithuania	50.478	73.829	68,37%	59.765	75.194	79,48%
Malta	10.807	15.238	70,92%	85.277	98.379	86,68%
Netherlands	130.108	166.322	78,23%	289.280	348.882	82,92%
Poland	41.001	42.393	96,72%	98.961	106.162	93,22%
Portugal	92.701	98.974	93,66%	318.031	328.791	96,73%
Romania	1.661	2.470	67,24%	6.194	8.147	76,03%
Slovenia	983	1.057	93,02%	10.653	10.974	97,08%
Finland	16.046	18.276	87,80%	169.813	183.829	92,38%
Sweden	41.784	45.230	92,38%	208.198	220.830	94,28%
United Kingdom	207.983	235.079	88,47%	839.495	927.950	90,47%
<b>Total at 31/12/2008</b>	<b>1.781.069</b>	<b>1.980.715</b>	<b>89,92%</b>	<b>6.364.373</b>	<b>6.867.322</b>	<b>92,68%</b>

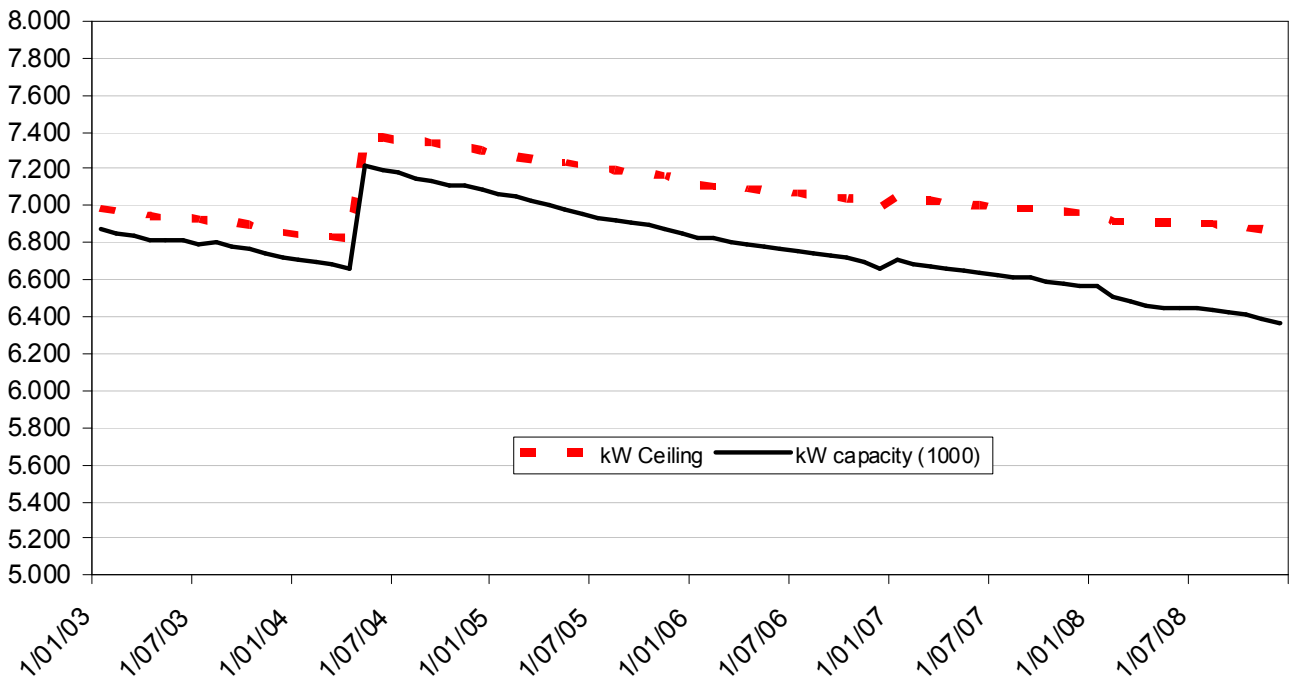
**NB : Data extracted from the Community Fleet Register on 14/07/2009**

**Figure 1: Overall trend of the Community fleet capacity ceiling (except outermost regions)**

**Tonnage of the Community fleet compared to its tonnage ceiling.  
Trend between 1/01/2003 and 31/12/2008**



**Engine power (kW) of the Community fleet compared to its power ceiling.  
Trend between 1/01/2003 and 31/12/2008**





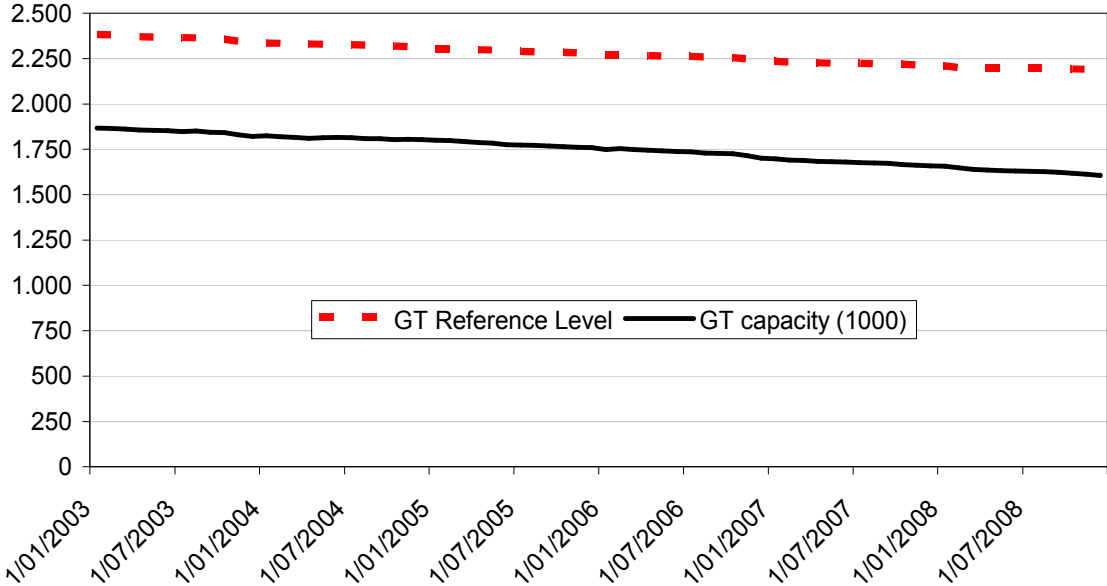
**Table 2: Compliance with reference levels at 31 December 2008 (except outermost regions)**

Member State	GT			kW		
	Fleet capacity A	Reference level B	A/B	Fleet capacity C	Reference level D	C/D
	at 31/12/2008			at 31/12/2008		
<b>Belgium</b>	19.007	21.447	88,62%	60.620	60.720	99,84%
<b>Denmark</b>	73.038	122.775	59,49%	263.855	420.854	62,70%
<b>Germany</b>	68.593	84.257	81,41%	159.971	175.883	90,95%
<b>Ireland</b>	65.076	76.808	84,73%	181.030	211.056	85,77%
<b>Greece</b>	88.751	105.474	84,14%	510.637	577.670	88,40%
<b>Spain</b>	428.412	664.802	64,44%	958.868	1.512.149	63,41%
<b>France</b>	178.995	211.289	84,72%	778.607	852.581	91,32%
<b>Italy</b>	195.848	206.593	94,80%	1.144.911	1.225.245	93,44%
<b>Netherlands</b>	130.108	194.659	66,84%	289.280	454.706	63,62%
<b>Portugal</b>	92.701	160.832	57,64%	318.031	384.103	82,80%
<b>Finland</b>	16.046	21.674	74,03%	169.813	209.769	80,95%
<b>Sweden</b>	41.784	50.451	82,82%	208.198	253.996	81,97%
<b>United Kingdom</b>	207.983	268.071	77,58%	839.495	1.077.850	77,89%
<b>Total at 31/12/2008</b>	<b>1.606.342</b>	<b>2.189.134</b>	<b>73,38%</b>	<b>5.883.315</b>	<b>7.416.582</b>	<b>79,33%</b>

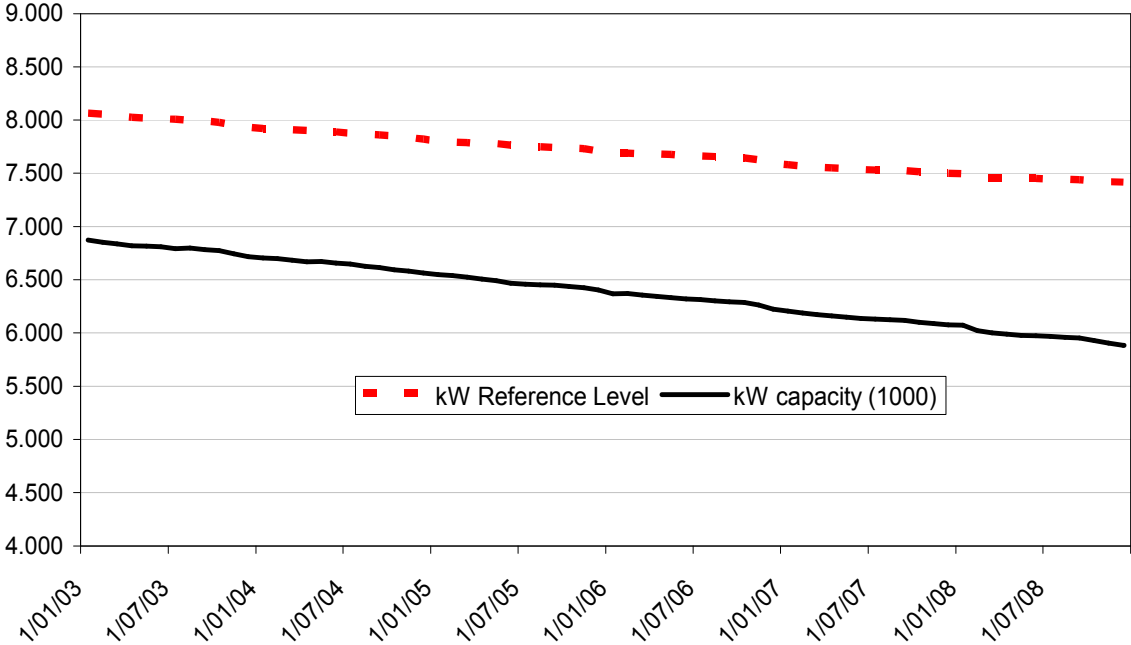
NB : Data extracted from the Community Fleet Register on 14/07/2009

**Figure 2: Overall trend of the Community fleet reference levels (only for the Member States concerned, except the outermost regions)**

**Tonnage of the Community fleet compared to its reference level.  
Trend between 1/01/2003 and 31/12/2008**



**Engine power (kW) of the Community fleet compared to its reference level.  
Trend between 1/01/2003 and 31/12/2008**

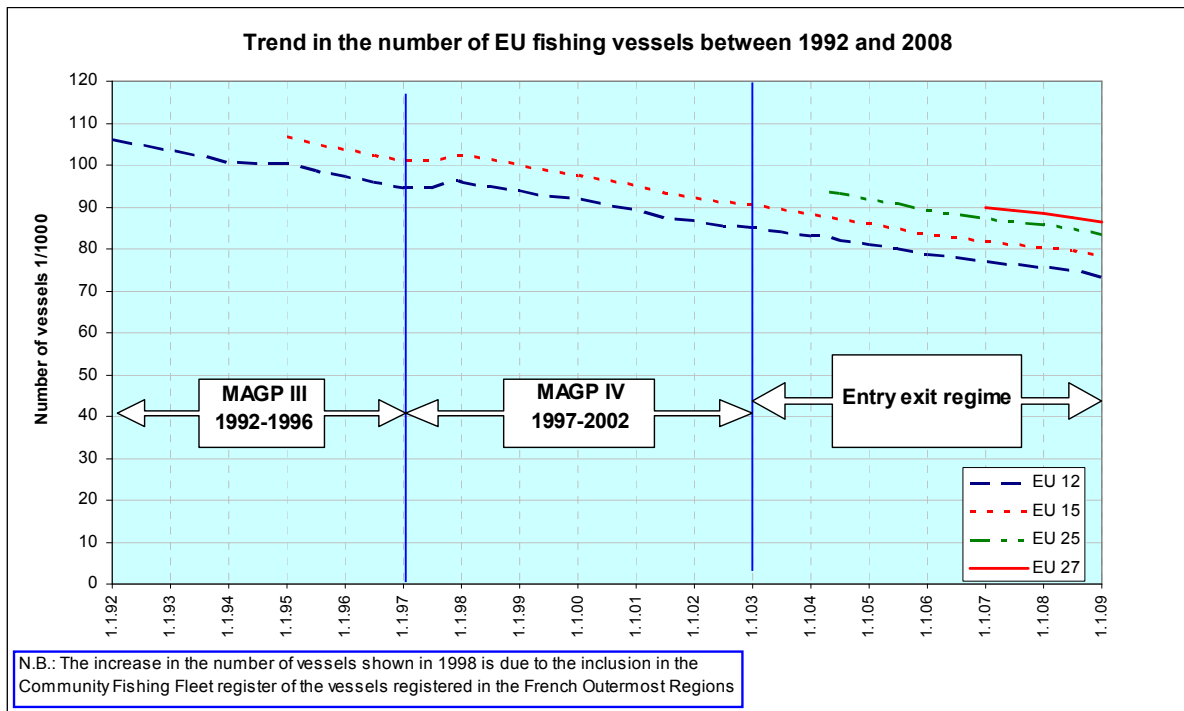


**Table 3: Fleet capacity variations between 1 January 2003 and 31 December 2008 (except outermost regions)**

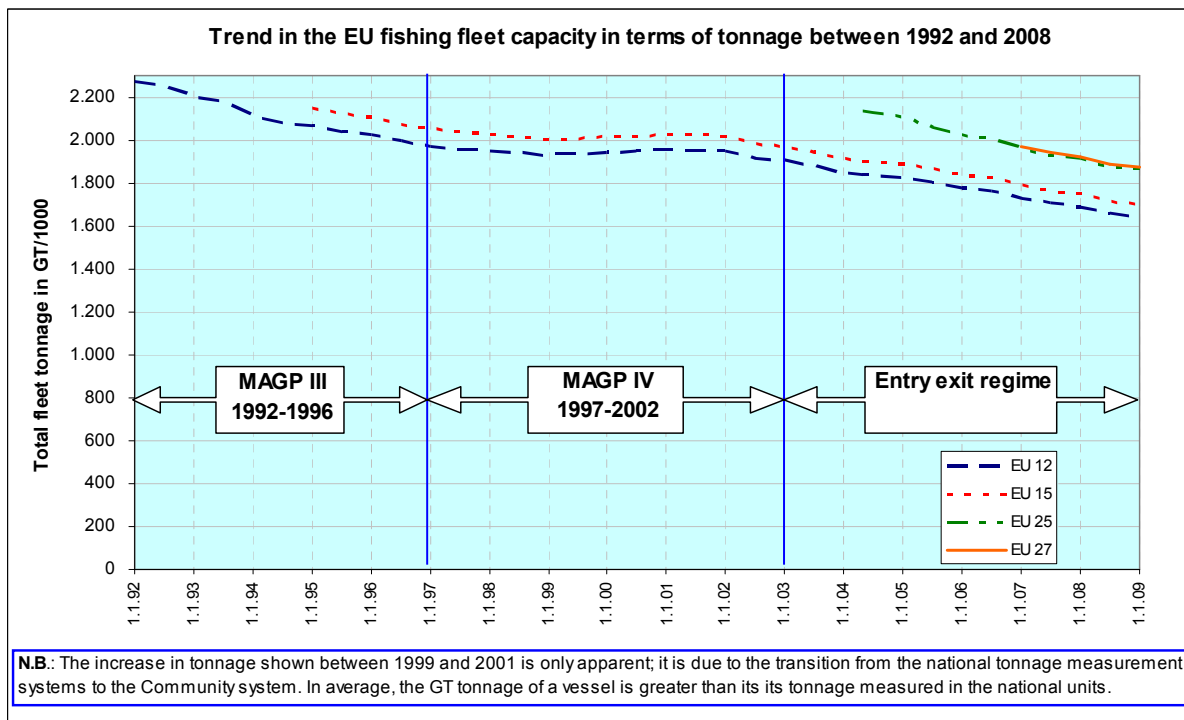
Member States	N° of vessels	GT	kW	N° of vessels	GT	kW	N° of vessels	Δ GT	Δ GT in %	Δ kW	Δ kW in %
<b>EU-15 :</b>	<b>01/01/2003</b>			<b>31/12/2008</b>			<b>Fleet capacity variations</b>				
BE	132	24.363	68.304	100	19.007	60.620	-32	-5.356	-21,98%	-7.684	-11,25%
DK	3.812	103.011	365.983	2.893	73.038	263.855	-919	-29.973	-29,10%	-102.128	-27,91%
DE	2.244	66.844	161.045	1.825	68.593	159.971	-419	1.749	2,62%	-1.074	-0,67%
IE	2.085	87.271	242.862	1.957	65.076	181.030	-128	-22.194	-25,43%	-61.832	-25,46%
EL	19.135	101.555	591.258	17.347	88.751	510.637	-1.788	-12.805	-12,61%	-80.621	-13,64%
ES	13.628	465.622	1.146.134	10.416	428.412	958.868	-3.212	-37.210	-7,99%	-187.266	-16,34%
FR	5.712	212.037	910.753	4.984	178.995	778.607	-728	-33.042	-15,58%	-132.146	-14,51%
IT	15.759	216.053	1.277.397	13.654	195.848	1.144.911	-2.105	-20.206	-9,35%	-132.486	-10,37%
NL	779	183.669	418.521	716	130.108	289.280	-63	-53.561	-29,16%	-129.241	-30,88%
PT	8.209	99.701	333.090	7.353	92.701	318.031	-856	-7.000	-7,02%	-15.059	-4,52%
FI	3.572	19.805	190.255	3.240	16.046	169.813	-332	-3.758	-18,98%	-20.442	-10,74%
SE	1.812	45.902	225.274	1.474	41.784	208.198	-338	-4.117	-8,97%	-17.076	-7,58%
UK	7.420	240.996	942.333	6.592	207.983	839.495	-828	-33.013	-13,70%	-102.838	-10,91%
<b>Total</b>	<b>84.299</b>	<b>1.866.828</b>	<b>6.873.209</b>	<b>72.551</b>	<b>1.606.342</b>	<b>5.883.315</b>	<b>-11.748</b>	<b>-260.486</b>	<b>-13,95%</b>	<b>-989.894</b>	<b>-14,40%</b>
<b>EU-10 :</b>	<b>01/05/2004</b>			<b>31/12/2008</b>			<b>Fleet capacity variations</b>				
EE	1054	26.619	64.967	966	17.814	45.974	-88	-8.805	-33,08%	-18.993	-29,24%
CY	901	11.977	53.034	1179	5.372	49.259	278	-6.605	-55,15%	-3.775	-7,12%
LV	897	44.439	74.251	841	38.230	61.080	-56	-6.210	-13,97%	-13.170	-17,74%
LT	308	76.739	80.680	221	50.478	59.765	-87	-26.260	-34,22%	-20.915	-25,92%
MT	1431	15.326	99.058	1148	10.807	85.277	-283	-4.520	-29,49%	-13.781	-13,91%
PL	1283	58.881	160.986	832	41.001	98.961	-451	-17.880	-30,37%	-62.025	-38,53%
SI	176	1.057	10.974	181	983	10.653	5	-74	-6,98%	-3.20	-2,92%
<b>Total</b>	<b>6.050</b>	<b>235.039</b>	<b>543.949</b>	<b>5.368</b>	<b>164.685</b>	<b>410.970</b>	<b>-682</b>	<b>-70.354</b>	<b>-29,93%</b>	<b>-132.980</b>	<b>-24,45%</b>
<b>New :</b>	<b>01/01/2007</b>			<b>31/12/2008</b>			<b>Fleet capacity variations</b>				
BG	2544	8.259	62.952	2547	8.381	63.894	3	122	1,48%	942	1,50%
RO	436	2.354	7.680	437	1.661	6.194	1	-693	-29,45%	-1.485	-19,34%
<b>Total</b>	<b>2.980</b>	<b>10.613</b>	<b>70.631</b>	<b>2.984</b>	<b>10.042</b>	<b>70.088</b>	<b>4</b>	<b>-571</b>	<b>-5,38%</b>	<b>-543</b>	<b>-0,77%</b>
<b>Total EU fishing fleet at 31/12/2008</b>				<b>75.535</b>	<b>1.616.384</b>	<b>5.953.404</b>					

NB : Data extracted from the Community Fleet Register on 14/07/2009

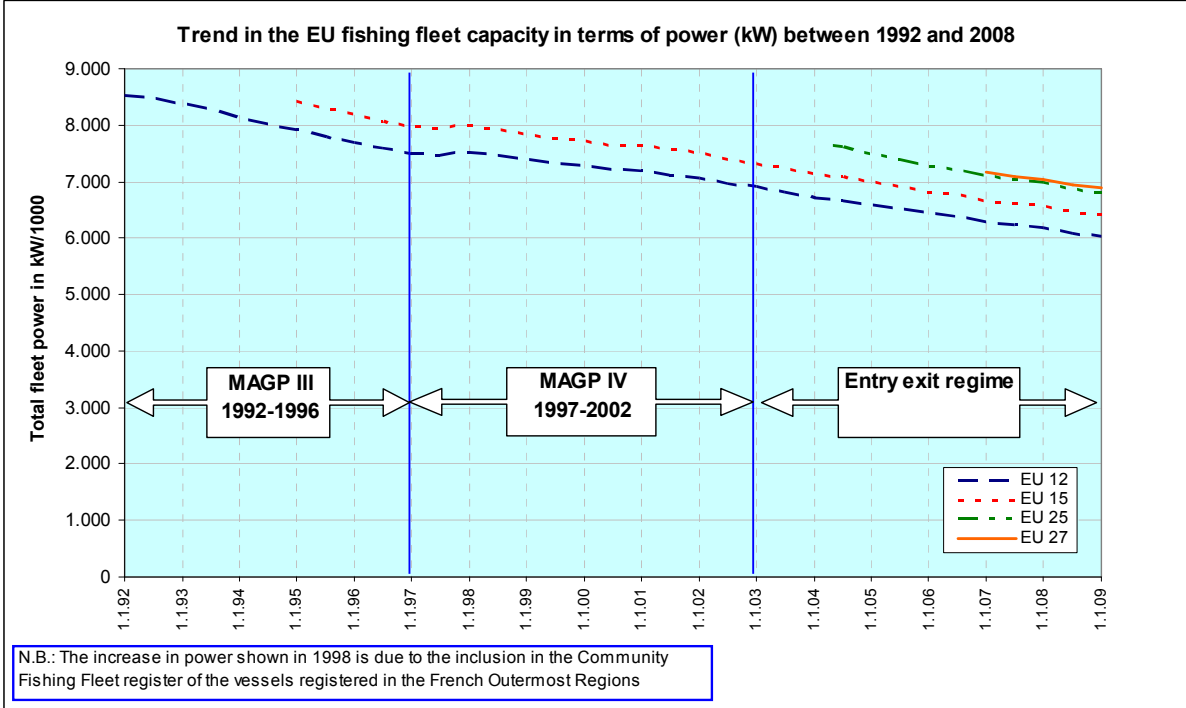
**Figure 3: Trend in the number of EU fishing vessels between 1992 and 2008**



**Figure 4: Trend in the EU fishing fleet capacity in terms of tonnage between 1992 and 2008**



**Figure 5: Trend in the EU fishing fleet capacity in terms of power (kW) between 1992 and 2008**



**Table 4: Fleet capacity variations between 1 January 2003 and 31 December 2008 in the outermost regions**

		01/01/2003			31/12/2008			Fleet capacity variations				
Member State	Segment code*	Number of vessels	GT	kW	Number of vessels	GT	kW	Number of vessels	Δ GT	Δ GT in %	Δ kW	Δ kW in %
Spain	CA1	1.081	2.108	16.418	841	1.813	16.178	-240	-295	-13,98%	-240	-1,46%
	CA2	103	4.235	15.334	78	2.646	9.800	-25	-1.589	-37,51%	-5.534	-36,09%
	CA3	131	45.996	83.667	67	25.650	38.521	-64	-20.346	-44,23%	-45.146	-53,96%
	<b>Total</b>	<b>1.315</b>	<b>52.338</b>	<b>115.420</b>	<b>986</b>	<b>30.109</b>	<b>64.499</b>	<b>-329</b>	<b>-22.229</b>	<b>-42,47%</b>	<b>-50.921</b>	<b>-44,12%</b>
France	4FC	277	375	12.004	316	481	15.185	39	106	28,12%	3.181	26,50%
	4FD	47	4.303	13.883	67	6.584	22.156	20	2.281	53,00%	8.273	59,59%
	4FF	87	340	4.630	115	498	5.932	28	158	46,30%	1.302	28,12%
	4FG	63	7.199	20.172	42	4.512	13.081	-21	-2.687	-37,32%	-7.091	-35,15%
	4FH	5	288	1.010	5	211	1.017	0	-77	-26,71%	7	0,69%
	4FJ	1.152	2.167	61.861	1.355	2.274	94.676	203	107	4,92%	32.815	53,05%
	4FK	8	848	2.598	5	331	1.696	-3	-517	-60,93%	-902	-34,72%
	4FL	951	2.587	100.431	1.027	3.174	137.914	76	587	22,70%	37.483	37,32%
	4FM	1	12	220	2	124	551	1	112	941,18%	331	150,45%
<b>Total</b>	<b>2.591</b>	<b>18.119</b>	<b>216.809</b>	<b>2.934</b>	<b>18.189</b>	<b>292.208</b>	<b>343</b>	<b>70</b>	<b>0,38%</b>	<b>75.399</b>	<b>34,78%</b>	
Portugal	4K6	423	409	2.808	412	471	3.815	-11	62	15,12%	1.007	35,86%
	4K7	51	3.622	12.821	50	3.284	12.198	-1	-338	-9,33%	-622	-4,85%
	4K8	5	193	1.006	5	208	1.170	0	15	7,63%	164	16,32%
	4K9	1475	2.266	20.401	653	1.745	24.311	-822	-521	-23,00%	3.910	19,17%
	4KA	115	10.047	29.617	112	8.188	24.684	-3	-1.860	-18,51%	-4.932	-16,65%
<b>Total</b>	<b>2.069</b>	<b>16.538</b>	<b>66.653</b>	<b>1.232</b>	<b>13.896</b>	<b>66.179</b>	<b>-837</b>	<b>-2.642</b>	<b>-15,98%</b>	<b>-474</b>	<b>-0,71%</b>	
<b>Total EU outermost regions</b>		<b>5.975</b>	<b>86.995</b>	<b>398.882</b>	<b>5.152</b>	<b>62.194</b>	<b>422.886</b>	<b>-823</b>	<b>-24.802</b>	<b>-28,51%</b>	<b>24.005</b>	<b>6,02%</b>

NB : Data extracted from the Fleet Register on : 14/07/2009

\* Description of the outermost regions fleets segmentation codes are given in the Technical Annex 3

**Table 5: Use of indicators**

Country	INDICATORS								Indicators presented using "Traffic lights system"	Other indicators or methods of assessment
	TECHNICAL (Capacity utilisation) <sup>7</sup>	BIOLOGICAL			ECONOMIC		SOCIAL			
		F estimated / F target <sup>8</sup>	Current catch weight / stock biomass <sup>9</sup>	Catch per unit of effort (CPUE) <sup>10</sup>	Return on investment (ROI) <sup>11</sup>	Current revenue / break-even revenue <sup>12</sup>	Average crew share per Full-time equivalent <sup>13</sup>	Gross value added (GVA) <sup>14</sup>		
BE	Data for 2006-2008. 12-24m beam trawlers are just above 0,7. 24-40m beam trawlers are on average around 0,9.				Data for 2003-2007. 12-24m beam trawlers negative. 24-40m positive.		Data for 2003-2007. 12-24m beam trawlers generate much lower figures than 24-40m beam trawlers.		YES	Quota utilisation for sole (73%) and plaice (88%) for 2008 is provided.

<sup>7</sup> Indicator of more than 0,9 will be observed only in fleet segments showing a largely homogenous activity (green light in "traffic lights system"). Indicators between 0,7-0,9 mean that capacity is used moderately (yellow light) and values below 0,7 indicate distinct structural overcapacity (red light).

<sup>8</sup> F/Ft (Estimated fishing mortality / Targeted fishing mortality): The overall values for individual fleet segments within Member States give an indication of the importance of fleet segments to the overall national catch. In addition, if the overall value for fleet segment is greater than 1, it indicates that the individual fleet segment is catching more fish than would be expected under desirable fishing mortality rates from the entire national fleet ("red light" in a traffic light system). In the case that the calculation has been made using fleet-segment quotas, a value greater than 1 might be given "yellow light" as the desirable exploitation rate is already fleet-specific, thereby not taking account of possible changes to quota allocations. If several fleet segments of a Member State operate on the same species, establishing an overall ratio for the species across fleets will show whether national catches are consistent with long term stock management goals. Values above 1 indicate at least "yellow" traffic light.

<sup>9</sup> Where harvest ratios can be compared to established harvest ratio targets, the interpretation is similar to the one for F/Ft. Otherwise, the indicator provides trends in catch/biomass ratio over time that reflect the exploitation state of a given stock. It is difficult to determine threshold values of this indicator.

<sup>10</sup> Catch per unit of effort (CPUE) estimates can be interpreted as a relative index of stock abundance. It does not indicate level at which the exploitation becomes unsustainable. The indicator can only provide trend over time.

<sup>11</sup> ROI measures investment profitability, and, as applied to a fleet in total, average investment profitability. Results greater than 0 suggest that extraordinary profits (profits above opportunity cost) are being generated, which is a sign of economic under-capitalization. Results below 0 indicate economic over-capitalization.

<sup>12</sup> The indicator shows the level of revenue at which all costs are covered and net profit is 0. It is a good measure of economic sustainability, although not linked to investment costs. When the ratio is below 1, current cash flow is not sufficient to cover current costs, so the activity is not economically sustainable.

<sup>13</sup> Average crew share per Full-time equivalent (FTE) indicator is significant for determining income developments for dependent fishermen. Possible reference points: if the value is higher than the wages for all sectors it indicates positive tendency. If the value is lower than wages in all sectors, but higher than in agriculture sector, it indicates stability. If the value is lower than the wages in the agriculture sector than it shows negative tendency.

<sup>14</sup> Gross value added (GVA) expresses the added value that the activity contributes to the national society. A value above 0 means the fishery has a value for society.

Country	INDICATORS								Indicators presented using "Traffic lights system"	Other indicators or methods of assessment
	TECHNICAL (Capacity utilisation) <sup>7</sup>	BIOLOGICAL			ECONOMIC		SOCIAL			
		F estimated / F target <sup>8</sup>	Current catch weight / stock biomass <sup>9</sup>	Catch per unit of effort (CPUE) <sup>10</sup>	Return on investment (ROI) <sup>11</sup>	Current revenue / break-even revenue <sup>12</sup>	Average crew share per Full-time equivalent <sup>13</sup>	Gross value added (GVA) <sup>14</sup>		
BG	Data for 2008. Indicators for all segments are low, average figure for BG is 0,38.	Data for 2008. Based on the surveys carried out for turbot stocks population is deemed to be in a stable state and exploitations of the stock are low. Sprat stock is consider to be not-overexploited.	Data for 2008. Biomass estimation and catch figures are provided for sprat.	Data for 2007 and 2008. Figures are provided for different segments (according to gear type) in relation to targeted species.	Period not specified. Segmentation according to LOA. Negative results for vessels <6m. Other segments have positive results.	Period not specified. Segmentation according to LOA. Vessels <6m are below 1 (0,8), which indicates negative cash flows. All other sectors generated good results, with vessels 12-18m having the best results.	Period not specified. Segmentation according to LOA. Figures are the lowest for vessels < 6m. Best results are obtained for vessels 12-18m.	Period not specified. Segmentation according to LOA. All segments are contributing to the society.	YES	
DK	Data for 2005-2007 for 11 segments. In 2007, 6 segments are above 0,9. 4 segments are between 0,7 and 0,9. 1 is below 0,7.				Data for 2005-2008. In 2008, 12-24 m beam trawl and dredgers <24m are performing very good. Also purse seines and trawls >40m. Poor performance for vessels under 12m. In addition, Return on revenue (ROR) calculations are provided.	Data for 2005-2008. Picture uneven, some fleet segments, particularly small vessels, show 100% economic overcapacity, which is caused by negative cash flows. Few segments show large under capacity.		Data for 2005-2008. All segments are contributing. Best are 12-24m trawls, 24-40m trawls and >40m trawl and seine.		Total wages per segment in period 2005-2008 are provided.
DE										A qualitative biological approach was used to examine the balance between fishing capacity and fishing opportunities by fleet segment. The fleet segments were those defined under MAGP IV. The report assessed whether the capacity trend in each fleet segment was in line with the trend in the abundance and level of fishing of the main stocks concerned.



Country	INDICATORS								Indicators presented using "Traffic lights system"	Other indicators or methods of assessment
	TECHNICAL (Capacity utilisation) <sup>7</sup>	BIOLOGICAL			ECONOMIC		SOCIAL			
		F estimated / F target <sup>8</sup>	Current catch weight / stock biomass <sup>9</sup>	Catch per unit of effort (CPUE) <sup>10</sup>	Return on investment (ROI) <sup>11</sup>	Current revenue / break-even revenue <sup>12</sup>	Average crew share per Full-time equivalent <sup>13</sup>	Gross value added (GVA) <sup>14</sup>		
EE	Data for 2008. For 4S1 (trawlers above 12m) and 4S3 (8 vessels above 24m, fishing outside Baltic) segments. Figures for 4S1 segment show distinct overcapacity. In 4S3 segment 3 vessels were above 0,9. 1 vessel 0,74 and 2 vessels well below 0,7 (figures provided for 6 vessels).			Figures are presented for individual vessels and for targeted species. Figures among vessels are very varied, but not all vessels target all the targeted species within the segment.						

Country	INDICATORS							Indicators presented using "Traffic lights system"	Other indicators or methods of assessment	
	TECHNICAL (Capacity utilisation) <sup>7</sup>	BIOLOGICAL			ECONOMIC		SOCIAL			
		F estimated / F target <sup>8</sup>	Current catch weight / stock biomass <sup>9</sup>	Catch per unit of effort (CPUE) <sup>10</sup>	Return on investment (ROI) <sup>11</sup>	Current revenue / break-even revenue <sup>12</sup>	Average crew share per Full-time equivalent <sup>13</sup>			Gross value added (GVA) <sup>14</sup>
EL	Data for 2003-2008. In GSA 22-23, we could observe an important decrease of fishing effort indicator for larger boat-seines (12-24m), while utilisation for bigger coastal vessels increased. In GSA 20, utilization of purse seines (12-24m) increased, but the value is much below 0.7. The rest of the fleet recorded only small increases.			Data for 2003-2008. Figures for concerned species by area and segments are included.						

Country	INDICATORS								Indicators presented using "Traffic lights system"	Other indicators or methods of assessment
	TECHNICAL (Capacity utilisation) <sup>7</sup>	BIOLOGICAL			ECONOMIC		SOCIAL			
		F estimated / F target <sup>8</sup>	Current catch weight / stock biomass <sup>9</sup>	Catch per unit of effort (CPUE) <sup>10</sup>	Return on investment (ROI) <sup>11</sup>	Current revenue / break-even revenue <sup>12</sup>	Average crew share per Full-time equivalent <sup>13</sup>	Gross value added (GVA) <sup>14</sup>		
IT	Data for 2006 - 2007. Figures are the highest for trawlers 24-40m and beam trawlers 12-24m. Low figures for mid-water trawlers, purse seiners and hydraulic dredgers.			Data 2004-September 2008. Figures for specific CPUE are provided for 4 main species which represent 35% of the catches: anchovies, hake, red mullet and white crayfish. Negative trend has started for anchovies in 2007. Red mullet has stable trend, white crayfish positive, hake positive.	Data for 2007. Almost all sectors show low, but positive figures, with the exception of 18-24m mid water trawlers and 6-12m longliners. Value for 24-40m trawlers is 0. It is noted that Mediterranean is characterised by low level of investments therefore this indicator is not considered to be recommended since it can lead to interpretative distortions.	Data for 2007. Figures for all sectors are higher than 1, except for two segments: mid water trawlers 18-24m and 6-12m longliners.	Data for 2006. Best results for 24-40m mid-water trawlers (35.000 Euros), lowest figures for 12-18m polyvalent vessels (less than 10.000 Euros)	Data for 2007. All segments are contributing to the society.	YES	
LT		Data for 2008. For the segments exploiting cod stocks. Demersal trawls segment accounts for significant mortality rate (1,48). Rates for vessels <12m fishing with passive gears and vessels >12m fishing with passive gears are reasonable. Fishing mortality ratio per stock is 1,8.			Data for 2005-2007. For the segments exploiting cod stocks. In 2007 negative results for demersal trawlers 24-40m. Results for netters < 12m are very good (263%), but this positive result is to be linked with some changes in the methodology of data calculation.	Data for 2005 - 2007. For the segments exploiting cod stocks. In 2007 below 1 (0,8) for demersal trawlers 24-40m and 5,9 for netters <12m.	Data for 2005 - 2007. For the segments exploiting cod stocks. The crew share as a percentage of costs has been increasing since 2005. In 2007 it has deteriorated for demersal trawlers 24-40m.	Data for 2005 - 2007. Both sectors (demersal trawlers 24-40m and netters <12m) remain significant for social environment.	YES	

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	TECHNICAL (Capacity utilisation) <sup>7</sup>	BIOLOGICAL			ECONOMIC		SOCIAL			
		F estimated / F target <sup>8</sup>	Current catch weight / stock biomass <sup>9</sup>	Catch per unit of effort (CPUE) <sup>10</sup>	Return on investment (ROI) <sup>11</sup>	Current revenue / break-even revenue <sup>12</sup>	Average crew share per Full-time equivalent <sup>13</sup>	Gross value added (GVA) <sup>14</sup>		
MT	Data for 2005-2007. Very low capacity utilisation.			Data for 2005-2007. Figures are calculated for the segments according to the gear type.		Data for 2005 -2007. Worst performing in 2007 was pelagic trawl and seines segment, but better than in 2006. Negative figures also for demersal trawl and demersal seines segment. Best performing segment was beam trawl segment (TBB), however, this segment is minor component of the fleet.				
NL	Data for 2008. Only for beam trawl segment. Figure is 0,88.	Data for 2008. Only for beam trawl segment. F estimated > F targeted.			Data for 2008. Only for beam trawl segment. ROI > 0.				These 3 indicators generate "amber" light.	
PT										As a part of economic and social indicators, figures for yield, employment and days of effort for the period 2003-2007 were presented. Also data on the catches of main species in period 2003-2007 is provided.
SI	Data for 2007-2008. Very low figures for all segments.				Data for 2007. There are hardly any investments	Data for 2007. 4 sectors out of 10 are below 0. FPO segment <12m is performing very well due to small costs and high quality catch.	Data for 2007. Lowest figures for PMP 0-12m segment. Highest for PTS 24-40m segment since there are 14 employees, but only 2,2FTE	Data for 2007. 3 segments out of 10 show negative figures.		

Country	INDICATORS								Indicators presented using "Traffic lights system"	Other indicators or methods of assessment
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		F estimated / F target <sup>8</sup>	Current catch weight / stock biomass <sup>9</sup>	Catch per unit of effort (CPUE) <sup>10</sup>	Return on investment (ROI) <sup>11</sup>	Current revenue / break-even revenue <sup>12</sup>	Average crew share per Full-time equivalent <sup>13</sup>	Gross value added (GVA) <sup>14</sup>		
SE	2007 DCR segmentations. Very low figures for all segments.	2007 data. Very high figures for seiners, pelagic trawlers and bottom trawlers. Also high for passive gear <12 m.			Data for 2007. All segments have positive figures. But labour costs of sole proprietorships are not included, which means that labour costs are actually higher.	Data for 2007. All segments show values above 1. But labour costs of sole proprietorships are not included, which means that labour costs are actually higher.		2007 data. All segments are contributing to the society.		
UK							Data for 2005-2007. Value is decreasing over the period, nevertheless national fleet as a whole contributes to the society.		<p><i>Technical indicator:</i> figures on active vessels were given. <i>Indicator on the degree to which UK fishing activity is dependent on sustainable fishery:</i> for most fleet segments, other than pelagic, 90% of the fish landed came from sustainable sources.</p> <p><i>Economic indicators:</i> data on income, value added, cash flow, profit, employment, investment and effort days are given for period 2002-2007.</p> <p><i>Social indicator:</i> figures on average FTE per vessel for the demersal trawl and seine 12-24m and demersal trawl and seine 24-40m segments, which generate around 45% of income are given for the period 2002-2007.</p>	